

**CARMEL/CLAY TECHNICAL ADVISORY COMMITTEE
MEETING
February 20, 2002
9:00 a.m.**

Members present:

Jon Dobosiewicz – Carmel DOCS
Jeff Kendall - Bldg. Commissioner
Dick Hill – Carmel Engineering
Todd Snyder – Parks Department
Bill Akers – Communications

Laurence Lillig – DOCS
Chuck Shupperd – Vectren Energy
Gary Hoyt – Carmel Fire Dept.
Rick McClain - Cinergy

Pier I Imports (Building Modification)

Petitioner seeks to alter the architectural design approved as part of Docket No. 111-87. The site is located at 715 East Carmel Drive. The site is zoned B-8/business and is located within the SR 431/Keystone Avenue Overlay Zone.
Filed by Glenn Golson, Jr., of Architecture + for Pier 1 Imports.

Glenn Golson stated no significant changes are contemplated for the building. The dumpster enclosure will be enlarged to accommodate both dumpsters. A masonry screen will be added to enclose the gas meter and electrical panels. The existing landscaping is in good condition; no changes are planned. The front sidewalks will be repaired where necessary. Additional “accessible” parking spaces will be added to bring the lot up to current ADA standards. The site light poles will be repainted. Modifications will be made to the building. One regular parking space will be lost; but the store is over the required amount for retail.

Todd Snyder had no comments. He is temporarily replacing John Lester.

Chuck Shupperd understands the screen in front of the gas meter will be one sided to provide access. This design should not create a problem for the Vectren Energy.

Dick Hill’s letter was received by Mr. Golson. Engineering asked for a written and recorded commitment for the future construction of a public sidewalk on Keystone Way. Mr. Golson will provide that. Jon Dobosiewicz stated the City of Carmel is petitioning for funds for a separated grade pedestrian crossing over Keystone. There is a sidewalk on Carmel Drive. Mr. Golson referred to Keystone Way. There is a sidewalk at Carraba’s Italian Grill on Keystone Way and a gap at the Tucker building. Mr. Dobosiewicz requested the sidewalk on Keystone Way be installed. Mr. Golson agreed. Scott Brewer’s landscape comments were cited. He wants additional shrubs added along

Keystone Way. Jon Dobosiewicz inquired whether Engineering would permit trees/shrubs within the Carmel Drive right of way. Mr. Hill will speak with Kate Weese. A Consent to Encroach is a possibility suggested by Dick Hill. Mr. Dobosiewicz will provide a copy of the buffer yard guidelines. The landscape plan does not show islands. However, Mr. Golson does not intend to eliminate them. There are good size trees in the islands. Mr. Dobosiewicz requested an amended landscape plan. An elevation of the dumpster enclosure is also needed.

Jeff Kendall distributed guidelines for obtaining a permit. A pre-submittal meeting will be scheduled.

Bill Akers had no comments.

Gary Hoyt requested the installation of a Knox box on the building. It can be recessed or surface mounted. The application is available on the internet.

Jon Dobosiewicz requested a connection to the entrance when installing the sidewalks on Keystone Way. The entrance radius on Keystone Way should be checked. The ADA guidelines should be followed. Mr. Dobosiewicz requested a revised landscape plan and dumpster elevation. The sidewalk should be installed one foot within the right of way. Scott Brewer will provide a list of local landscape architects. Mr. Golson requested a copy of the 1987 landscape plan. Drawings are requested prior to the March 5th meeting.

Miller Auto Care (Building Expansion & Site Improvements)

The applicant seeks approval to construct an addition to an existing building. The site is located at 434 South Range Line Road. The site is zoned I-1/Industrial (part) and B-1/Business (part).

Filed by Ryan McNeely of Design & Build Corp. for Miller Auto Care.

George Eiker and Ryan McNeely, Design & Build, attended the meeting. Ryan McNeely explained that a 40 foot x 100 foot addition will be constructed on the north side of the existing building. The appearance of the existing building will be modified. The existing water and sanitary utilities will be used. Storm drainage will be added to the parking lot area. An oil interceptor will be added to the plumbing. A curb cut will provide access to Range Line Road. The electric comes in from the west end of the building.

Todd Snyder had no comments.

Chuck Shupperd believes this addition will not affect the gas utility. One or two furnaces will be added. A survey was given to the petitioner for completion. Vectren will check that service is okay.

Dick Hill sent a letter to George Eiker. He requested an expansion of the drawings with a title sheet and another sheet showing existing conditions. Information is also needed regarding curb cuts. Mr. McNeely will provide drainage data. Detention is on the

parking lot. There will be a slight change from what was originally submitted. They will not be an outlet to Range Line. Water will go to the back. Additional field work will be done and another meeting will be scheduled. A set of plans were also sent to the Utility Department. Mr. McNeely will contact that department for their changes and input.

Rick McClain stated Cinergy was not affected by this addition.

Bill Akers said the property already has an address. The address on the plans should be changed to "SW". Range Line Road should be identified as "South Range Line". The address is 434 South Range Line Road.

Gary Hoyt requested a Knox box on the building. It can be obtained over the internet. The building will not be sprinkled. Because of the use of blow torches, this might be considered an "H" type occupancy. An area separation would also be acceptable. The State of Indiana has already improved this project. A "B" and "S3" occupancy were designated by the State.

Jon Dobosiewicz needs information regarding access in the area west and south of the building. The Ordinance requires the parking area to be curbed. It can be rolled or chair back. Extruded curbs are not recommended. The setback for the parking lot from the north property line is five feet. It is five feet also from the south property line. There is an access easement along the property line. The driveway cut should be maintained. Jon Dobosiewicz requested a copy of the easement or a letter from the owner addressing the area. When supplied, DOCS will allow them to forego the setback requirements between the two lots. Mr. Dobosiewicz will write a letter in the next few days. The west setback is five feet. He suggested the petitioner could go through plating procedure to create one lot. That would take 90 to 120 days. One single legal description, with dedication of the right of way on Range Line, would be a simpler approach. The half right of way on Range Line is 45 feet. The second approach will save \$5,000 to \$8,000 expense and time. It may be unnecessary to go through variance procedure for landscaping. Mr. Dobosiewicz does not foresee a problem.

Scott Brewer's landscape comments asked that plans be forwarded to him.

Jeff Kendall requested a pre-submittal meeting. An information/survey was distributed to the petitioners.

The ten-foot easement presents some difficulty. The property is land locked. There is no access at this time to Range Line. It is not a legal street; it is more of a drive into the lot. The property has a Range Line address. Discussion followed regarding the curb or lack of curb on the parking area. A fence would limit use of the doors on that side. Jon Dobosiewicz requested drawings on the back corner and the existing building. The wall was erected some time ago.

Forest Dale Elementary (Building Expansion & Site Improvement)

The applicant seeks approval to construct additions to an existing building and site improvements. The site is located at 10721 Lakeshore Drive West. The site is zoned S-2/Residential.

Filed by Jeff Bolinger of Fanning/Howey Associates, Inc. for Carmel/Clay Schools.

Chuck Tyler, Fanning/Howey Associates, Inc., and Ron Farrand, Carmel/Clay Schools, attended the meeting. Clarification has been given regarding size and type of signage. The number of parking spaces provided has been clarified. There will be 130 spaces. The plans are being adjusted to include curbs at all new and expanded parking area perimeters. Street numbers will be added to the school identification sign. A color elevation of the sign package is being prepared. Mr. Tyler requested information about site lighting in regard to pole height limitations. He also needs to discuss the request to align curb cuts on the site with those of the residential areas to the west. The over-flow parking area will just be grass. It will be graded to be utilized for parking. Additionally, a meeting is scheduled with the water company. A meeting is also needed to review sanitary service. The landscape designer is making recommended adjustments per suggestions by Scott Brewer.

Todd Snyder had no comments.

Chuck Shupperd thinks the meter will need to be relocated. Their sales rep is meeting with school personnel today regarding additional load. This should be a simple process.

Dick Hill requested a drainage report. That will be provided. The entrance issue needs to be resolved. Mr. Tyler has a concern with reducing to two curb cuts. The current allocation of curb cuts works well to separate parent traffic from bus and staff. That is a prime directive. Consolidating these presents some difficulty and conflict. A large number of parents drive and pick up their children. Because of the limited service nature of the drive across the street servicing a small residential area, the petitioner is not aware of any ongoing traffic conflicts. By the time curbs adjacent to the sidewalks would be rebuilt, in order to incorporate the handicap ramps, the petitioner was within 30 feet with pavement replacement. In the latest documents, all pavement is replaced. There would be an additional expense to the school corporation to regrade and shift those drives to the south. Lake Shore Drive is 37.5 feet wide. Jon Dobosiewicz was not aware, in previous discussions, that anything was going to be cut out for new entrances. Kate Weese's comments dealt with a decel lane or additional striping on Lake Shore to define the turning movements into the school site. Chuck Tyler stated a decel lane would probably be relative to the south lot. The greatest number of cars come into the site there. He is unsure if the numbers for the other two locations warrant the expense. Time of day is another consideration. Activity at the school is concentrated into two short bursts in the morning and afternoon. Typically, this does not coincide with other activity in the area.

Mr. Lillig suggested retaining the curb cut to the south. Alignment of the two to the north should be done now. The Department did discuss this is at preliminary meetings. As the existing situation will change, it is time to make the alignment happen. A

December 19, 2001 letter from Fanning/Howey Associates represented that the pavement situations would not be affected by this project. The removal mandates that the alignment be made at this time. Mr. Lillig is also concerned with the pedestrian situation. He cannot find an original special use approval for Forest Dale. It appears this site was never approved by the Board of Zoning Appeals. He believes the overall configuration remains the same; it is simply shifted to the south. The south drive can be discussed with Engineering.

Chuck Tyler stated the north parking lot light fixtures are 20 feet high. The proposed design for the lot in front of the building and the south lot are 30-foot fixtures. The gymnasium building is 28 feet tall. The existing pole height is 20 feet with the flood attachments. The flood aspect will be eliminated. The new lights are the shoe box type. Some entries will be supplemented with wall pack lighting. Mr. Lillig requested specs on the wall packs. He inquired why the pole height has been increased. Mr. Tyler responded it is an economic issue. The number of poles would need to be doubled to provide the same lighting levels on the west and the south. Mr. Dobosiewicz doubted whether the BZA would sympathize with the school. He is looking for options that are more sensitive to the surrounding neighbors. There are no properties to the south and considerable separation to the west including the right of way. Laurence Lillig requested an alternate lighting plan that reduces the pole height. The site layout plan shows stripes at the exits and entrances. Jon Dobosiewicz requested striping two 12-foot out lanes and 12-foot in lanes. The existing wall institutional sign will be removed.

Jeff Kendall distributed materials to assist in the permitting process. A pre-submittal meeting should be scheduled.

Rick McClain asked if the transformer would have a foundation. It will and the incoming feed will be from the south. If the existing transformer remains where is now located and protective pillars were added, Mr. McClain sees no need to move it. A load information sheet should be completed.

Gary Hoyt needs to make certain nothing is done to the Fire Department connections if the streets are aligned. It might be necessary to relocate the hookup. The fire hydrant placement looks good.

Jon Dobosiewicz is concerned about traffic control. The area at the southwest corner of the parent pickup and drop off, now proposed for striping, should be converted to islands. Mr. Tyler stated it is impossible to do the center one. Cars are stacked three rows across in that area. Typically, cars are not parked in that area. Ron Farrand is conscious of cost saving. He believes the changes do impact the taxpayers in the community. Mr. Dobosiewicz understands that position. He indicated that is why the Department is only concentrating on public safety issues. Laurence Lillig stated the Department philosophy is to "fix" the problems now.

Danbury Estates Plat Vacation (Plat Vacation)

Petitioner seeks to vacate a portion of the Danbury Estates Subdivision including Lot 24 through 32, and a portion of the right-of-way of Durham Drive and Dublin Drive. The site is generally located at the southwest corner of the Danbury Estates Subdivision in the City of Carmel. The site is zoned PUD and R-4/Residence. Filed by the Board of Commissioners of Hamilton County.

Mike Howard, Hamilton County Attorney, Jim Neal and Faraz Khan, Hamilton County Highway Department, and Clint Sparks, American Consulting, Inc. attended the meeting. Hamilton County wishes to vacate part of the Danbury Estates plat. The area is near the Lowe's project. The County acquired eight lots in 1999. One house was constructed and then acquired. The alignment of the road project northbound from Keystone to the light is virtually accomplished. Negotiations with INDOT have been ongoing. The initial proposal was to construct a hammerhead as opposed to a cul de sac. Two more land owners would be displaced by a cul de sac. Clint Sparks stated the alignment was set to miss the existing sanitary sewer and to stay out of some wetlands. The hammerhead also provides access to a property that is currently accessed off a cul de sac.

Todd Snyder had no comments.

Chuck Shupperd believes the gas service has been retired.

Dick Hill understands parcels 4C and 4D are for the proposed hammerhead. It will be rededicated to the City. The distance curb-to-curb is 14 feet. Lots 26, 27, 28, and 29 and are part of the Lowe's PUD. The lots will ultimately be conveyed to Kite. The road right of way has already be vacated by the City. Everything west of that has been vacated already. It does not seem possible to replace the hammerhead with a cul de sac. A wall will be constructed by Lowe between their real estate and the subdivision.

Jeff Kendall understands one home was removed. The petitioner does not know if a demolition permit was obtained. Mr. Kendall requested application be made in future situations.

The electric gate and power need to be relocated. Cinergy will be contacted.

Bill Akers believes lots 23 through 32 are gone. Lot 23 is still there. This lot is saved by use of a hammerhead.

Gary Hoyt understands that the stripped area is gone. The new Lowe's property line was shown. Mr. Hoyt is concerned about parking on the hammerhead. This design was the petitioner's first option. Gary Hoyt worries about getting an ambulance into the area. Mr. Howard suggested a meeting with Clint Sparks to determine if an increased width or taking 90 degrees out of the corner or both can solve this problem. This may delay the recording of the right of way. The remodified detention pond issues need to be resolved with Kite and Lowe's. The rights of way on Danbury are the City's. The Street Department will add barricades. When Kite submits application for their last building,

the issue will be addressed. Mr. Dobosiewicz does not think Kite plans to follow through with the Primary Plat. It was probably an oversight on the City's part.

Mike Howard will record the plat vacation and the dedication of right of way. The public right of way will be 4-C and 4-D on their sketch plus whatever extra ground is needed to expand that part of Lot 32.

Western Hills Subdivision (Primary Plat)

The applicant seeks approval to plat a 101-lot residential subdivision on 80 ± acres. The site is located on the southeast corner of West 141st Street and West Road. The site is zone S-1/Residential.

Filed by Dennis Olmstead of Stoeppelwerth & Associates, Inc. for Platinum Properties, L.L.C.

Dennis Olmstead, Stoeppelwerth & Associates, introduced his associate Doug Westlund. The proposed subdivision is located on the southeast quadrant of West Road and 141st Street. It is being developed under the ROSO Ordinance. There will be 101 lots on 80 acres. Pipelines run through the center of the parcel. Attempts have been made to avoid running across the pipelines. The frontage road option is being used around the perimeter. Most of the homes on the perimeter face the frontage road. Platinum Properties is trying to save as much of the woods as possible along the southern boundaries of the site. Discussions are being held with Clay Township Regional regarding sanitary sewer. Steve Cash was unable to attend TAC; his letter will be written later this week. The Highway Department's comment letter has no great problems. Mr. Olmstead invited questions.

Todd Snyder had no comments.

Chuck Shupperd has gas service is at 131st and West Road. Some off-site easements might be necessary. The petitioner hopes to begin work in late summer. Mr. Olmstead believes water will come across 141st Street by Carmel Utilities from Saddlebrook on the other side of Towne Road. The sewer is probably coming from the west. A temporary lift station may be necessary.

Jeff Kendall inquired about lowest floor elevations in relation to the 100-year flood level. Basement floor elevations are being reviewed by Mr. Kendall, the City Engineer, and Hamilton County. This has been a problem in the past. He believes there is wording in the Subdivision Control Ordinance regarding this situation. Any basement must be two feet above the 100-year flood level. Mr. Olmstead stated custom homes generally include basements. Without that option, production homes are more likely to be built in this proposed subdivision. Mr. Dobosiewicz said the 100-year flood level will not touch the lots. That level for the lakes will be entirely within the common areas. Mr. Olmstead stated the 100 year would not be within 50 feet of the lots. There will be two lakes. The lakes are 75 feet from the lots.

Rick McClain requested a copy of the landscape plans.

Bill Akers stated there will be at least six street names. He must submit them to the County. The houses that run parallel with West Road will be addressed off of West Road.

Gary Hoyt noted that an emergency turn around has been placed at Lots 25 and 26. He asked for a turn around at Lots 15 and 16. There will not be an amenity center. The hammerheads along the frontage roads create problems for the Fire Department. A cul de sac is preferred. Owners of lots nearby begin to consider the property theirs and park garden tractors, etc. on the hammerheads. They do not work as a turn around for the Fire Department. Mr. Hoyt requested either a connection between Sections 1 and 2 or the installation of pavers to provide access. The petitioner stated there is not room to make the roads with hammerheads any longer. That is the reason for the "round" in front of the pond. They are trying to accommodate the length restriction. Gary Hoyt wants to avoid backing any of the fire equipment. Location of the fire hydrants is also needed.

Jon Dobosiewicz referred to the County Highway Department letter written by Faraz Khan. Mr. Dobosiewicz understands that question number 16 is directed at the design of the frontage places. The developer does not need action by the County Commissioners on granting a waiver from that. The frontage roads are private. Standards will still be applied. The County would not be required to maintain those roads. The separation between the center line is 200 feet. Standard curbs will be required. Jon Dobosiewicz asked the petitioner to consider some sort of access for the Fire Department. The Department would also like to see the frontage roads connect. He is aware of the 600 foot maximum. But, it would eliminate the Fire Department concern and provide cross connection. If that is not acceptable to the petitioner, Mr. Dobosiewicz suggested pulling the hammerheads back between Lots 52 and 53 and Lots 50 and 51. Pavers could be installed out to West Road. That will eliminate a lot of unnecessary pavement. The same can be done on the south side between Lots 1 and 2. Jon Dobosiewicz requested an overall showing the properties to the east, the existing pond, and the intersection of property lines. He needs to evaluate where the stub streets would access those lots to the east. There are some land locked parcels that may be developed into small subdivisions in the future.

Scott Brewer requested a set of landscape drawings.

The project is set for public hearing on March 19th. It will be sent to the Subdivision Committee. Regarding the County Highway specs, six feet of additional paving is required on the east side. West Road is narrow. The primary plat must be amended to identify the proposed condition. Jon Dobosiewicz believes the passing blister will be a big issue.

Laurence Lillig questioned the width of the sidewalks. The standard is five feet wide.

Village of WestClay (Rezone and Primary Plat Amendment)

The site is located within the Village of WestClay. The site is zoned PUD/Planned Unit Development.

Filed by Jose Kreutz of Brenwick TND Communities, LLC.

Village of WestClay, Section 5001 (Secondary Plat & Revised Area Layout)

The site is located at the southeast corner of 131st Street and Towne Road within the Village of WestClay. The site is zoned PUD/Planned Unit Development

Filed by Keith Lash of the Schneider Corporation for Brenwick TND Communities, LLC.

Keith Lash introduced Tony Hebert, Parks Peifer, and Jose Kreutz of Brenwick Development Company. He described the secondary plat of Section 5001. It is comprised of 41 lots on 10 acres. The second item he would like to discuss is the technical review of a land plan change for the northwest quadrant of the Village area. Its purpose is to create 50-foot lots. Previously the area was designed for townhouse lots and 80-foot lots. The 50-foot lots are the biggest product for the Village. Half of the originally planned 50-foot lots for the entire project have been sold to date. Brenwick has elected to eliminate frontage road on 121st and Towne Road and reduce some lot sizes. Mr. Lash believes this is a minor change in the overall design. He believes this is a technical review that does not require Plan Commission approval. The third item is an amendment to the original primary plat for land west of Towne Road. The reason is to reduce lot sizes, getting more of the 50 – 60 foot lot products. Frontage roads have been eliminated. The primary plat amendment will go to the Plan Commission and the City Council. It involves a zoning change. A secondary plat will be brought for approval. Towne Road conforms to the original plat that was approved. Construction plans have not be filed. No comments have been received. Mr. Lash suggested discussion Section 5001 and the land plan amendment first. The primary plat amendment review could be second.

Todd Snyder had no comments.

Chuck Shupperd had no comments.

Jeff Kendall had no comments.

Dick Hill had no comments.

Bill Akers requested an updated overall plan of the development.

Gary Hoyt stated Section 5001 looks good. Treaty Line Street that runs off Glebe Street needs a street sign. It should be installed within a week.

Jon Dobosiewicz referred to Lot 437 on sheet 1 of the plat. It presents an odd configuration because of the way the street was going to align. Keith Lash interpreted the

Ordinance to allow flexibility in following the irregularly shaped corner. Some modification will be necessary on the existing 3004 at the intersection.

Jon Dobosiewicz informed the Committee of a number of things regarding the modification. Brenwick has the ability to modify the southeast corner of Towne. They are providing an updated overall of the WestClay on the west side of Towne Road. The rezone and primary plat amendment which would accommodate the new layout is not much different than the old one. The access road on the south aligns with Laurel Lakes. The rezone and text amendment will go to the City Council. Where Glebe Street intersects with Towne Road it looks confusing. Jose Kreutz will improve the intersection. The other issue is the accommodation of right of way at 131st and Towne Road on the revised primary plat amendment for the roundabout. He would like to see it identified on the primary plat amendment and how they will accommodate the geometry. Mr. Kreutz will schedule a meeting with Jim Neal and the Department to discuss the roundabout layout and improvement between 126th Street, 136th Street, and Towne Road. Mr. Dobosiewicz requested a written response. There was previous discussion with PSI regarding colocation. The poles will be on the west side and along 131st Street back to Towne Road. An easement is being sought. The cost of the transmission lines will be between \$300 to \$500 per foot. Brenwick is paying for the additional cost that Cinergy will incur to move the poles out of the right of way along Towne Road and move them within the 40-foot easement. This placement will be more aesthetically pleasing. They will then follow 131st and up Towne Road on the west side. The poles will be installed up Towne to 136th Street and then outside the right of way. The transmission lines will travel west on the north side and will not interfere with the roundabout. The pole heights will be 85 feet.

Gary Hoyt requested additional pavement at the alley turn-ins. That will help garbage pickup, construction vehicles, and the Fire Department.

Laurence Lillig is concerned about a light spill from street standards. Mr. Kreutz stated a solution lies within diffusers that go into the light. The six-inch contraption folds on and sends more of the light down than out. Brenwick will rehab the lights. Presently there is a saucer on top. They want to direct the lighting down. Mr. Lillig will visit the Brenwick office regarding definition of the sub areas.

Jon Dobosiewicz asked if a passing blister will be constructed on the north side. One is planned. Steve Broermann is doing a review of that project. There are additional issues to be addressed. Mr. Dobosiewicz assumes the alignment for the roundabout at 131st Street and Towne Road will take a lot of the northwest corner. It will be shifted to the south. Jon Dobosiewicz asked Brenwick to keep him apprised.

Claybourne Estates, Section 1 (Secondary Plat and Construction Plans)

The site is generally located at the northwest corner of Shelborne Road and West 131st Street and on the south side of 131st Street ¼ mile west of Shelborne Road. The site is zoned S-1/Residence – Estate.

Filed by Cort Crosby of The Schneider Corporation for Boomerang Development, LLC.

Cort Crosby, The Schneider Corporation, and Chris Werth, Thompson Land Co., attended the meeting. Mr. Crosby explained the project. Section 1 of Claybourne Subdivision will have 98 lots on 173 acres at the corner of 131st Street and Shelbourne Road. Section 1 will be the 40-acre section south of 131st Street. There will be 33 acres north of 131st Street. That will be the center of their parcel. The streets will be under the jurisdiction of the County Highway Department and drainage will be under the County Surveyor. Steve Cash did not complete his review. He will write a letter. A few comment letters were received. There were no major concerns.

Todd Snyder had no comments.

Chuck Shupperd stated there is gas at 131st Street and West Road. It will be extended to the entrances for both sections.

Bill Akers inquired if there was a new name for Donovan Boulevard. Mr. Crosby will contact him later. The final primary plat has not changed. The east/west street along the north line has been revised. Pontell Place is no longer a cul de sac. Mr. Akers requested an updated plan of the entire subdivision. There will be four sections.

Gary Hoyt wrote a letter requesting temporary cul de sacs. The locations are listed in his letter of February 14th. After discussion, he indicated a temporary turn around would not be necessary at the east end of Yancey Place. There will eventually be an amenity building. A Knox box will be required.

Jon Dobosiewicz stated most of his comments are directed at the secondary plat. He will write a comment letter. Carmel's Ordinance requires the blocks and common areas need to be pinned. The mediums also need to be pinned. The search of title and instrument number needs to be added on page 1. The 100 year, normal and bottom elevations must be added to the ponds on the plat. A pin must be added to the corner of lot 42. A key map (area map) must be added to the front page. The directional arrow could be moved to another area and a small overall map added. The two sections should be shaded within the larger subdivision. The primary and secondary plat numbers must be added to page 1. A copy of the covenants is needed. There are some issues about annexation that require discussion. A document will be prepared by the City. "City" should be removed from the signature block. The commitments made as part of the primary plat must be addressed. The regulated drain easement should be identified. Sidewalk detail must be shown on the construction plans. Jon Dobosiewicz wants to see the transition made with concrete. On sheet C 102 at the top right hand corner, the path into the woods should be connected to the asphalt path to the west. The asphalt path is ten feet in the right of way and six feet on private property. The spec on the sidewalk is five feet. The plat shows four feet. This applies to the entire subdivision. Along 131st Street the path must be ten feet. Mr. Lillig stated the extra foot needed on the four foot walks goes to the pavement. The traffic study for the subdivision calls for two 12-foot outbound lanes at the entrance along 131st Street. Plans indicate a 16-foot lane in and a 16-foot lane out. On sheet 801 a

standard plan CS 1 shows Hamilton County Highway cross section collector street without curb. However, 131st Street is not a collector street. The developer committed to two 12-foot lanes. The City of Carmel does not want a four- lane street, but it may desire a wider two-lane segment. Mr. Dobosiewicz indicated this would be resolved within the next few weeks. A fire station will be built at the northeast corner of 131st and Shelborne Road. The improvement will need to be constructed at the intersection only. The highway at Section 1 will need to be improved. The Thoroughfare Plan calls for 131st Street being four lanes. The City Engineer will participate in determining what improvements are necessary. Jon Dobosiewicz suggested two lane segments that are wider than the standard 12 foot lane with improvements are the intersections. He will prepare a letter.